

CENTRAL INTELLIGENCE AGENCY

REPORT

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SUPPLEMENT TO
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THIS IS UNEVALUATED INFORMATION

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Attached is [redacted] forwarded as received.

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CLASSIFICATION CONFIDENTIALCOUNTRY USSR

REPORT

TOPIC Kiev-Post Volinsky Airfield

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 26 July 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 2 - sketches on ditto with legend

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REMARKS

This is UNEVALUATED Information

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1. Kiev-Post Volinsky civil and military airfield (50°24' N/30°27' E) was located at the end of "Volinska" street on the southwestern edge of Kiev. The airfield was designated by PWs as Zolomenko airfield probably after the suburb of Kiev east of the field. The airfield, which covered an area of about 1,200 x 800 meters, was probably after the war. It was bordered by a brick wall along the northeastern edge and a brook along the southeastern edge and was surrounded by undulated meadows.

A grey runway about 1,200 meters long extended from north-northeast to south-southwest over the total length of the field. The runway was marked with yellow lights, which were about 50 cm high. These lights were simultaneously switched on every evening.

The taxiway was covered with grass and had some undulations extending from east to west in its northern third while its southern section was plain. The subsoil about 600 meters southeast of the airfield consisted of earth, about 50 cm thick, which topped a layer of sand. No runways or aircraft revetments were observed. Three hangars were located in the northwesterly corner of the field and aircraft were often parked there. Maintenance work was repeatedly done at aircraft which parked in front of the northernmost hangar. On the roof of the middle hangar or on the tower was a white rotating searchlight which was switched on every evening.

The fuel dump was probably located immediately east of the runway, about 200 meters from the northern end. Before taking off, the aircraft were repeatedly towed from the hangars or the revetments to the fuel dump where they remained for 10 to 15 minutes while personnel was seen working on the aircraft.

A grass-covered elevation began at a distance of about 20 meters from the runway and extended for a stretch of 200 meters to the east.

The main gate was guarded by a sentry with blue epaulets. No other sentries, patrols or AA gun emplacements were seen. The northeastern corner of the field could not be observed.

The quartering billets east of the runway had an estimated capacity of about 600 to 800 men. The installation was apparently fully occupied since all the windows were observed being lighted at night. The trolley buses coming from the direction of the town were occupied by NCOs and officers. ¹

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2. Prior to January 1954, the following three aircraft types had been observed at the field:

a. Low-wing aircraft with two piston engines and single rudder unit, windows in the fuselage, V-shaped wings, retractable landing gear, silver coat of paint, without Soviet star but with designation "SSSR" in Cyrillic letters. About three aircraft of this type were available at the field and were parked in the hangars or in front of them. It was believed that this type aircraft was a passenger plane because passengers were seen entering and leaving it. 25X1

b. This aircraft type was similar to that mentioned under a., except for a slimmer fuselage and a cabin located more forward in the fuselage and projecting beyond leading edges of wings. [redacted] About 12 to 15 aircraft were available at the field and were parked in the open east of the runway near the quartering billets. The aircraft were observed individually making large circuits over the field for 20 to 30 minutes duration. 25X1

c. Aircraft with a turbo-jet engine and considerably swept-back wings, [redacted] Two aircraft of this type were observed landing at the field on two days in June or July 1953. They taxied to the assumed fuel dump where they remained for about 10 minutes before taking off in an easterly direction. 2 25X1

1. [redacted] Comment. The Kiev-Post Volinsky airfield is a commercial airfield which also was used by military aircraft. The air force unit stationed there is probably a transport unit according to aircraft observed at the field. For layout sketch of the airfield, see Annex 1, for detailed sketch of antenna masts, see Annex 2. 25X1

2. [redacted] Comment. The aircraft observed at the field are probably Il-12s and Li-2s. 25X1

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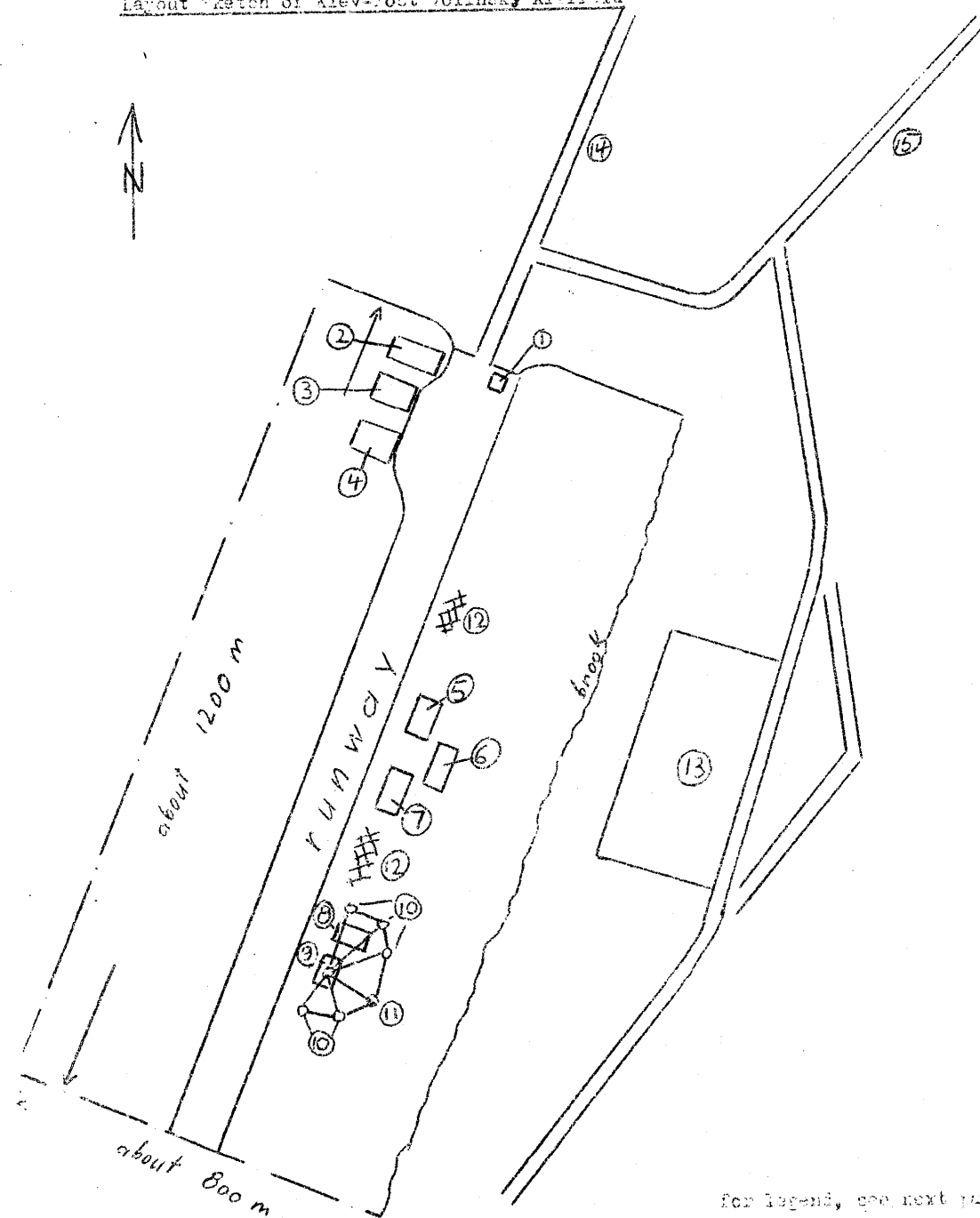
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Annex 1

Layout Sketch of Kiev-Post Volinsky Airfield



for legend, see next page

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Legend to Annex 1

Layout Sketch of Kiev-Post Volinsky Airfield

- 1 Single-story, about 4 x 4 meters
- 2 Building with vaulted roof, about 50 x 100 meters, with a tower with glass cupola, about 10 meters high. This building probably was a repair shop housing the flight control station.
- 3 Shed with vaulted roof, about 40 x 70 meters
- 4 Shed with vaulted roof, about 40 x 70 meters
- 5 Three-story building, about 20 x 60 meters, presumably quartering billets
- 6 " " " " 20 x 60 " " " "
- 7 " " " " 20 x 60 " " " "
- 8 Single-story building, " 4 x 6 " " " "
- 9 " " " " 4 x 6 " , with radio station
- 10 Antenna mast, for details, see Annex 2
- 11 " " " " " " 2
- 12 Aircraft revetments
- 13 Barracks under construction from where source made his observations
- 14 Volinska
- 15 Zemska

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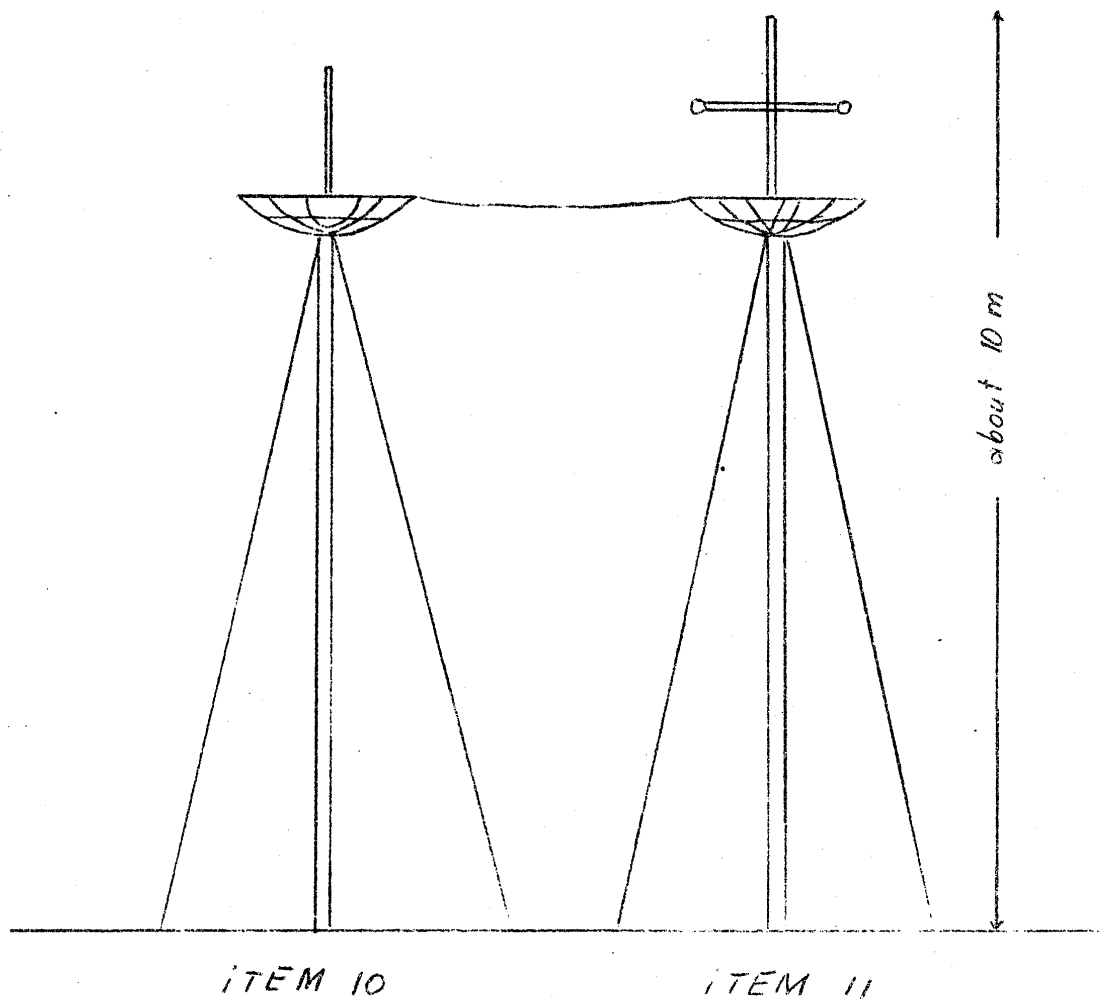
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Annex 2

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Detailed Sketch for Antenna Masts
(Items 10 and 11 of Layout Sketch)



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